Financial.

MICHIGAN CENTRAL RAILROAD.—LOST M ICHIGAN CENTRAD RADIA (1998)

or MISLAID, FIVE BONDS of this Company, Nos. 5,559, 2,527, 2,523, 7,126, and 7,130, for ONE THOUSAND DOL'ARS each, dated October 1, 1827, and signed I. W. Brooks, President, laste Livermore, Treasurer. All prisons are cautic-ad against particular of regording the above bonds, as payment of same, a well as of compons attached, has been stopped. Any informatics regarding these bands can be left with BARCLAY & LIVINGSTON, No. 24 Beaver st.

POR SALE—
ILLINOIS RIVER RAILEGAD 1st MORTGAGE TEN
PER CENT BONDS.
FULTON COUNTY (RL) EIGHT PER CENT BONDS.
MASON COUNTY (RL) SEVEN PER CENT BONDS.
MASON COUNTY (RL) SEVEN PER CENT BONDS.
SCHUYLER COUNTY (RL) SEVEN PER CENT BONDS.
All the above are first-class Securities for permanent investments. Inquire of

No. 47 Exchange-place.

CHICAGO CITY BONDS—SEWERAGE
LOANS.—The Bonds bear 7 per cent interest. Conpons
payable January 1, and July 1, in New York, and mature in
1863. The payment of interest and sinking fund is provided for
by an animal text. The entire debt of the City of Galeago is
by an animal text. The entire debt of the City of Galeago is
2.250 cst.—all of which has been contracted for strictly munici2.250 cst.—all of which has been contracted for strictly municipal purposes. For saie by

ABHLEY & NORRIS
No. 55 __xchange-place.

NEW-YORK SUPREME COURT. SHEP-HERD KNAPP ET. AL agt. THE CANANDAIGUA AND ELMIRA RAILROAD COMPANY ET. AL.—The bolders of the outstanding Bonds of the Canandaigna and Coroling Railroad Company issue of Ju y 24, 1850, are notified to present the same to Robert B. Fotter, esq., No 61 Wall st., and receive the divi-dend to which they are entitled under the sale in this case. Sept. 1, 1559. HENRY O. CHESEBRO, Referee.

SANDUSKY, DAYTON AND CINCINNATI OR AILROAD,—The ANNUAL MEETING of the STOCK-HOLDERS of the SANDUSKY, DAYTON AND CINCINNATI (at Mad River and Lake Erie) RAILROAD COMPANY will be held at the Office of the Company in Sandusky, on WEDNESDAY, Sept. 22, 1839, at 19 o'clock, a. m., for the ELECTION of DIRECTORS for the ensuing year, and for the transaction of guich other business as may come before it.—Sandusky, Aug. 27, 1459.

L. H. LATHAM, Secretary.

JOHN MUNROE & Co.,
No. 5 RUE DE LA PAIX, PARIS.
And No. 5 WALL ST. NEW YORK.

CRANT LETTERS OF CREDIT for MERCANTILE PURPOSES.
And GIRCULAR LETTERS of CREDIT on all the PRANCE.

PRANCE, BELGIUM, ITALY, GERMANY, GERMANY, HELLAND, PORTUGAL, RUSSIA, BULLAND, BWITZERLAND, SWEDEN,

ATHENS, CONTANTINOFLE, ALEXANDRIA, AIFO, BEYROUT, JERUSALEM, BILLS ON FARIS, and Sterling Bills, at abort or 30 days CAIRO.

NOTICE.—The holders of the REAL ESTATE BONDS of the Cincinnati, Peru, and Chicago Rail-way Company, are requested to meet at La Porte, Ind., on the 14th day of September, 1859, to determine as to the policy in collecting the bonds. It is highly important that all of the said bends should be represented either by the holders in person or their Agentz. Those whiching any information respecting the bonds can address N. GLEASON, La Porte, Ind.

SUBSCRIPTION to STOCK in SOUTHERN
BANK OF ST. LOUIS.—Books of Subscription to One
Hundred Thousand Dellars of the Increased Capital Stock of the
SOUTHERN BANK OF ST. LOUIS, will be opened at Bank
of Commerce, in New York, on the lat SEPTEMBER proximo,
and kept open for the space of fifteen day, unless the whole
ameunt shall be sconer subscribed for Dividends on Stock to
subscribed for will be payable in New York.

H. F. VAIL, Cashler.

EUGENE THOMSON, Auctioneer and Broker,

No. 37 Williamest, buys and sells STOCKS and BONDS at Broker's Board. INSURANCE STOCK at private sele. Table of Insurance Stocks sent upon application.

A UGUST BELMONT & Co., BANKERS, No. 56 Wall-st., Issue LETTERS of CREDIT for travelers, exhibite in all parts of the world, through the Meatre. Rothechilds of Paris, London, Frankfort, Naples and Vienna, and their correspondents.

fine Arts.

CARL HUBNER'S
EMIGRANT'S FAREWELL.
This beautiful picture is now on free arbibition at
W. SCHAUN, No. 629 Broadway.

Bances, &c.

WORCESTERSHIRE SAUCE
It is prepared from the recipe of
THE RIGHT HON. LORD WARD,

is schnewledged to be the ORIGINAL WORCESTERSHIRE SAUCE, and is more generally useful tor the TABLE and for the KITCH. Sold retail by the Grocers and Fruit Houses. Wholesale and for exportation by Michelesale and Michelesale

WINES, BRANDIES, &c., No. 46 Broad et., New-York-

SOYER'S SULTANA'S SAUCE.—NOTICE.— This wonderfully stimulating and appetizing Sauce, which is new in such universal demand, and has made itself so great after with the levess of need things, may now be purchased of all the dealers in Gruceries, &c., throughout the United States. Also,

worte with the overles, i.e., throughout the United States. Alse desires in Groceries, i.e., throughout the United States. Alse Syer's Reliah, Syer's Aromatic Mustard, and Soyer's Sauce Suesties.

Wholesale spenis: YVELIN, Phiton-st., New-York, BRAY & HAYES, Cornhill, Boston.

CROSSE & BLACKWELL, London, England.

Cigars.

CIGARS.—Choice Havana, Principe and German CIGARS, of all styles and brands, for sale low. Also To-booo, Shuff, and other articles pertaining to the trade. MOSES SWEETSER, manufacturer, No. 68 Maiden-lane. NUFF, TOBACCO, and Imported and Do-mentic CIGARS, by A SNOWHILL, No. 162 Greenwich-th, one door below Courtlandt, N. Y.

Ocean Steamers, &c. MERCHANTS' AND MINERS' LINE TO CALIFORNIA VIA NICARAGUA! OPPOSITION TO MONOPOLY

THE ONLY LINE CARRYING
THE UNITED STATES MAILS
DIRECT TO SAN JUAN DEL NORTE, VIA KEY WEST.

THE UNITED STATES AND CENTRAL AMERICAN TRANSIT COMPANY will dispatch their spiendid U. S. Mail Steamship KEY-STONE STATE, 2,000 tuns, Capt. Henry Caurchili, from New York for San Jaun del Norte, at 3 p. m., WEDNESDAY, October 5, to commet by the Isthmus of Ricarsgua at San Juan del Sur, with the U. S. Mail Steamship HER RANN, 5,000 tuns, the largest and etaumchest steamship on the Pacific, theme direct to San Francisco.

The Istimus has been put in perfect order, and the accommodations for the transit of passengers and merchandise, insure COMPORT, SAFETY, and DISFATCH, several new river and has steamers built expressly for this route having been added to be Line.

has steamers bunt expressly to the Line.

Be Line.

Rates for Passage, Buildon, and Freight, lower than by any other

For Freight or Pausre apply to the office of the U. S. & C. A. TRANSIT COMPANY, No. 5 Bowling Green.

NORTH ATLANTIC STEAMSHIP CO.-REGULAR THROUGH LINE TO

PANAMA RAILROAD.

BLd connecting only with Steamers GOLDEN GATE. GOLDEN
AUE, JOHN L. STEPHENS, and SONORA,
of the Fashin Mail Steamship DIRECT TO ASPINWALL

The splendid Steamships BALTIC, ADRIATIC and ATLANTIC, having been entirely refitted and adapted to the California wade, will hereafter run as above leaving this port on the STH and 20TH of EACH MONTH, both the feet of Causi st., N. R.

The BALTIC, 4,000 tens burden, A. G. Gray, Commander, will leave on the 5th of October, at 2 p. m., to connect at Panama with the well-known and superior Steamship JOHN L. STE-PENS, F. R. Esby, Commander, The ATLANTIC will follow on the 20th of October.

An experienced Surgeon is attached to each Ship.
Through Freight and Passengers will be immediately forwarded upon arrival of the Steamet at Aspiawall.
Each of the above Steamships has capacity for 600 to 800 tuns Freight, which will be taken at moderate rates.
It is believed that the accommodations afforded by the above hips are unsurpassed by any in the world.
An extra ship is always in reserve at Pananas, so that there will be no detention in forwarding Fassengers, Bagsage and Freight.
For Cabin Passage or Freight, apply at the office of the Company, No. 48 Wall-st., front room, second story.

L. P. STEPHENS, Secretary.

LOOK at THESE PRICES of the NEW LINE

OOK at THESE PRICES of the NEW MAN.

Steerage, \$50 | Second Cabin, \$75 | First Cabin, \$100.

Steerage, \$50 | Second Cabin, \$75 | First Cabin, \$100.

The favorite steamship NORTH STAR, Capt. A. G. Jones, will leave from Fier No. 3, North River, on TUESDAY, Sopt. 20, at 2 o'clock p. m., connecting via Pennama Railroad with the meanship UNCLE SAM on the Pacific Obean.

Extra steamer of this line always at Panama, insuring prompt connection at the 1sthmus.

The NORTHERN LIGHT will succeed the NORTH STAR, and leave New York, Oct. 5.

For freight ar nearage, apply to D. B. ALLEN, Agent, No. 5.

For freight er passage, apply to D. B. ALLEN, Agent, No. 5 Bowling Green, New York City. N. B.—All persons are Sirbid trusting any one on account of the above ships or owners. U. S. M. STEAMSHIP ARIEL, Capt. D.

to Wilson, for HAVRE via SOUTHAMPTON, will sail from Pier No. 3, North River, precisely at 4 p. m. SATURDAY, Sept. 10, with mails, passengers, and specie for England and France.

D. TORRANCE, No. 5 Bowling Green.

Breight and passage reduced.

Steamship OCEAN QUEEN will follow Sept. 24.

FOR SAVANNAH and FLORIDA-The Amer-CR SAVANAH and F LORIDA—The American Atlante Screwisteamahip Company's new and first-class steamahip, MONTGOMERY, Capt. CROCKER, will leave the result of the common steamahip, MONTGOMERY, Capt. 3, 21 4 p.m. Cabin Passes to Savannah, with unsurpassed accommodations, \$13, Intrough thesets to New Orleans \$50 15, to Missile \$35, Monteney \$25, Albany, Ca. \$24, Albanta, \$23, Columbes \$23, Macon \$21, Augmets \$20. Also, to principal places in Floridat leavest rates. Insurance one-half per cent. Measurement; goods to early per foct, other goods in proportion. No commission tharred for forwarding goods construct to Agent Georgia Cantral Asilroad Co. No Bulls of Lading signed after departure of steams. For Freighter Passage apply to

er. For Freight or Passage apply to H. B. CROMWELL & CO., No. 26 West-st., cor. Albany.

HE BRITISH and NORTH AMERICAN

Commencing May 25, 1300.

Pamengers Station in New Tork, corner of Tth-et. and 4th-ev. Entrance on Tth-et.

Entrance on Tth-et.

TRAINS LEAVE NEW-YORK.

For New-Haves, 7, 8 a. m. (ex.), 12:45, 3:15 (ex.); 3:50 and 4:45 p. m. For Bridgeport, 7, 8 a. m. (ex.), 12:45, 3:15 (ex.); 3:50, and 4:45 p. m. For Milder Stratified, Farifield, Scuthport and Westport, 7 a. m.; 12:45, 3:50 and 4:45 p. m. For Norwell, 7, 9 a. m.; 12:45, 3:15 (ex.); 3:50, 4:45, 5:30, 6:30 p. m. For Darles and Greenwich, 7, 9 a. m.; 12:45, 3:15 (ex.); 5:9, 4:45, 5:30, 4:45, 5:30, 6:30, p. m. For Bramford, 7, 8 a. m.; 12:45, 2:16 (ex.), 5:50, 4:45, 5:30, 6:30 p. m. For Bramford, 7, 8 a. m.; 12:45, 5:30, 6:30 p. m. For Bramford, 7, 8 a. m.; 12:45, 5:30, 6:30 p. m. For Bramford, 7, 8 a. m.; 12:45, 5:30, 6:30 p. m. For Bramford, 7, 8 a. m.; 12:45, 5:30, 6:30 p. m. For Bramford, 8 a. m. (ex.), 3:15 p. m. (ex.) For Currectiont River Railroad to Montree 1 a. m. (ex.), 3:16 p. m. (ex.) Entrance 1 a. m. (ex.), and 3:15 p. m. For Canal Railroad, 7 s. m.; 3:15 p. m. For Darlbury and Norwalk Railroad, 7, 9 a. m.; 3:15 p. m. For Darlbury and Norwalk Railroad, 7, 9 a. m.; 3:15 p. m. For Darlbury and Norwalk Railroad, 7, 9 a. m.; 3:15 p. m. For Darlbury and Norwalk Railroad, 7, 9 a. m.; 3:15 p. m. For Darlbury and Norwalk Railroad, 7, 9 a. m.; 3:15 p. m. For Darlbury and Norwalk Railroad, 7, 9 a. m.; 3:15 p. m. For Darlbury and Norwalk Railroad, 7, 9 a. m.; 3:15 p. m. For Darlbury and Norwalk Railroad, 7, 9 a. m.; 3:15 p. m. For Darlbury and Norwalk Railroad, 7, 9 a. m.; 3:15 p. m. For Darlbury and Norwalk Railroad, 7, 9 a. m.; 3:15 p. m. For Darlbury and Norwalk Railroad, 7, 9 a. m.; 3:15 p. m. For Darlbury and Norwalk Railroad, 7, 9 a. m.; 3:15 p. m. For Darlbury and Norwalk Railroad, 7, 9 a. m.; 3:15 p. m.

NEW-YORK and HARLEM RAILROAD. NEW-YORK and HARLEM IS AT LIB OR SECOND TO AN ARCHITECTURE OF THE WEST OF THE SECOND S

Dever Plains, 5:00 a. m.; 3:60 and 5:00 p. m.
White Plains, 5:00 and 7:00 a. m.; 3:60 and 5:00 p. m.
Williamsbridge, 6:40 and 9:30 a. m.; 1:00 and 5 p. sn.
Albany, 11:30 a. m., Mail Train.
W. J. CAMPBELL, Superintendent.

THE NORTH GERMAN LLOYD'S STEAM-

BREMEN VIA SOUTHAMPTON,

BREMEN VIA SOUTH A.S.

taking passengers for
LONDON, HAVRE, SOUTH AMPTON and BREMEN,
st the following rates

First Cabin, \$100; Second Cabin, \$60; Steerage, \$35.

For Freight or passage, apply to \$60.

GELPCKE, KEUTGEN & REICHELT,
No. 24 Breadway.

Cotton and other Goods taken on freight at current rates

CTEAM to LIVERPOOL and LONDON, calling on CORK to land and embark letters and passengers—The Liverpool. New-York, and Philadelphia Steamahip Company's splendid Clyde-built from Screw Steamahips are intended to sail

CITY OF WASHINGTON, Saturday, September 10, KANGAROO, Saturday, September 24, CITY OF BALTIMORE, Saturday, October 2, At 12 o'clock, noon, from Pier No. 44 N. R.

For freight or passare apply at the office of the Company.

JOHN G. DALE, No. 15 Broadway, New-York, Asent.
In Liverpool, to WM. INMAN, Tower Buildings.

In Liverpool, to WM. ISMAN, Tower Buildings.

FOR ALEXANDRIA, WASHINGTON, and
GEORGETOWN—The New-York and Virginia Series
Steamship Company's new and first-class steamship MOUNT
VERNON, F. C. Smith, commander, will leave Pier No. 12,
North River, for the above ports, on SATURDAY, Sept. 19, at 5
p. m. Gabin passage, with unsurpassed accommodations, \$7.50.
Freight 8 cents per foot on measurement goods; other articles in
proportion; and received on Fridays and Saturdays. No commission charged for forwarding. No bills of lading signed after
departure of steamer. For freight or passage apply to

M. B. CROMWELL & Co., No. 86 West-st.

FOR SAVANNAH and FLORIDA-U. S. MAIL

LINE - The favorite steamship FLORIDA, Capt. Isaac Crowell, will leave on SATURDAY, Sept. 19, at 4 p. m., from Pier No. 4N R. Through theket given to Montgemery, Columbes, Atlanta, Albany, atd Maron. Bills of Leding signed only on board. For freight or passage, apply to
SAMUEL L. MITCHILL & SON, No. 13 Broadway.

Steamboats and Railroads. CHANGE of HOUR to SAGHARBOR from 6 to

O o'clock. - The steamer CATALINE will leave Oliver-st. TUENDAY, THURSDAY and SATURDAY AFTER-NOON at 5 o'clock. Freight taken.

NOON at 5 o'clock. Freight taken.

FOR FLUSHING, COLLEGE POINT, ST.

RONAN'S WELL.—The steamer ENOCH DEAN leaves
Fulton Market slip at 94 a.m., 14, and 5 p.m. Leaves Flushing at
74 and 114 a.m., and 3 p.m. Low fare—15 cents. Excursion
tickets to go and return, 25 cents.

FOR BRIDGEPORT-Fare 50 cents-The

DAY BOAT for ALBANY.—Steamer ARME-NIA, every MONDAY, WEDNESDAY, and FRIDAY, from foot of Harrison-st., at 7 o'clock a. m.

DAY BOAT for ALBANY and TROY-Steamer

METAMORA, from foot of Jayst. every TUESDAY, THURSDAY, and SATURDAY, at 7 a. m.

GTATEN ISLAND FERRY—SUMMER AR-BRANGEMENT—Boats leave STATEN ISLAND even bout from 6 a. m. to 7 p. m. Leave NEW-YORK every hour from 6 a. m. to 7 p. m. toents. On fine SUNDAYS boats leave every half hour.

FOR GREENPORT-LONG ISLAND RAIL

ROAD.—TWICE DAILY for the Summer. Leave South ferry, Brooklyn, at 10 a. m., Mail, and 5:50 p. m., Express; returning, arrive in Stocklyn at 9:20 a. m., Express, and 4:10 p. m., Mail.

FOR HARTFORD.—From Peck-slip at 4. p. m., GRANITE STATE, Mondays, Wednesdays and Fridays CITY OF HARTFORD, Tuesdays, Thursdays, and Saturdays.

FOR BOSTON and PROVIDENCE via NEW

PORT and FALL RIVER.—The splendid and superior geamer METROPOLIS, Capt. Brown, leaves New-York every PUESDAY, THURSDAY and SATURDAY at 5 o'clock p. m., and the EMPIRE STATE, Capt. Brayton, on MONDAY, WEDNESDAY and FRIDAY at 5 o'clock p. m., from Pier Be.

B.N. R.

Hereafter no rooms will be regarded as secured to any appli-cent until the same shall have been paid for.

Freight to Beston is forwarded through with great dispatch by

to Express Freight Train. WM. BORDEN, Agent, Nos. 70 and 71 West-st.

ridsy.
The PLYMOUTH ROCK, from New-York, Thesday, Thursday and Saturday. From Stonington—Monday, Wednesday and

Friday.

Parset gers proceed from Stenington, per Railroad to Providence, and Boston, in the Express Mail Train, reaching said places in advance of those by other routes, and in ample time for sill the early Morning Lines connecting North and East. Parsengers that prefer it, remain on beard the steamen, evypy a night's rest undisturbed, breakfast if desired, and leave Stonington in the 500 a.m. train, connecting at Providence with the II a.m. Train for Boston.

r Boston. Fare from Providence to Newport, 50 cents. A Begrage Master accompanies the Steamer and Train through

each way.

For passage, bertha state-rooms or freight, apply on board the steamer, or at the Freight Office, pier No. 2. North River, or at the office of the Company, No. 19 Battery-place.

CENTRAL RAILROAD of NEW-JERSEY-

Connecting at New Hampton with the Delaware, Lacks-wanna and Western Railroad, and at Easton with the Lehigh Valley Railroad.

7:30 a. m. and 11:45 only.

JOHN O. STERNS, Superintendent.

HUDSON RIVER RAILROAD. - From Sept.

NEW-YORK, H. J. von Santen, Commander, wid sall positively, carrying the U. S. Mail, on EATURDAY, Oct. 1, at 12 m.,

NEW-YORK AND ERIE RAILROAD.-On and after MONDAY, April 4, 1839, and until further notice, but after MONDAY, April 4, 1839, and until further notice, but a support Trains will leave Pier, foot of Dunkers, as follows, vis: DUNKIRK EXPARESS at 5 a m., for Dunkirk and Buffalo, and principal intermediate Stations.

MAIL TRAIN at 8 a. m., for Dunkirk and Buffalo, and intermediate Stations.

mediate Stations.

ROCKLAND PASSENGER at 3:56 p. m., from foot of Harri-const. via Piermont, for Suderns and intermediate Stations.

WAY PASSENGER at 4 p. m., for Newburgh, Middletown,

WAY PASSENGER at 4 p. m., for Newburgh, Middletown, and intermediate Stations.

NIGHT EXPRESS at 5 p. m., for Dunkirk and Buffalo.

The above trains run daily, Sundays excepted.

These Express Trains connect at Findra with the Elmira. Cacandaigoa, and Nisarar Falls Railroad, for Nisgars Falls; at Binghamton, with the Syracuse and Binghamton Railroad, for Syracuse: at Carning, with the Buffalo, at Great Bend, with the
Delaware, Lackswamna, and Western Railroad, for Scronton; at
Hornellsville, with the Buffalo and New-York City Railroad; and
at Buffalo and Dunkirk, with the Lake Shore Railroad, for Cleveland, Citemant Tolesko, Detroit, Chicase, &c.

1859. THE PENNSYLVANIA CENTRAL

1 Cold. RAILROAD.—The capacity of this Roaf is new squal to any in the country.

THREE WHROUGH

THREE WHROUGH

FASSENGER TRAINS

BETWEEN PHILADELPHIA AND PITTSBURGH, sennecting direct at Philadelphia with through trains from Boston, New York and all points east, and in the Union depot at Pittsburgh with through trains for Cincinnati, St. Louis, Cleve and, Chicago, Burlington, St. Paul's, Indianapolis, Louisville New Orleans, and all intermediate points in Onio, Indiana, Ills onle, Kentucky, Michigan, Wiscousin, Minnesota, Missouri, Kansa and Nebraska—thus furnishing facilities for the transportation of passengers unsurpassed for speed and comfort by any other soute.

(at Rail) are good on either of the above trains.

BOAT TICKETS from Scotos are good via Norwich, Fall Biver or Storington line.

Passengers from Washington City have two Sally trains from Baldmore, connecting at Harrisburg for all points West—leaving Saldmore, connecting at Harrisburg for all points West—leaving Falsacons at — a m. and — p. or.

Fassengers for Sunbury, Williamsport, Elmira, Buffalo, Riagars Falls, and intermediate points, leaving Philadelphia at 7:16 a. m. and 11:50 a. m., go directly through.

Tickets Westward may be obtained at the offices of the Company in Philadelphia, New-York, Boxton or Baldmore; and Fickets Eastward at any of the important Salfroad offices in the West; also, on board any of the regular Line of Steamers on the Mississippt or Ohio Rivers.

FARE ALWAYS AS LOW AS SY ANY OTHER ROUTH

ASK FOR TICKETS BY FITTESURGH.

The completion of the Western connections of the Fenneyi-rania Railroad to Chicago mates this the DIRECT LINE BETWEEN THE EAST AND THE GREAT NORTH-WEST.

The connecting of track by the Railroad Eridge at Fitzburgh, violding all drayage or ferriage of Frieight, together with the seving of time, are advantager readily appreciated by shippers of bright and the traveling public.

FREIGHTS WESTWARD.

saving of time, are advantages readily appreciated by shippers of breight and the traveling public.

By this route, freights of all descriptions can be forwarded frees. Philadelphia, New-Fork, Boston, or Baltimare, to any point set the railroads of Onio, Restnicky, Indians, Illinois, Wisconsin, Ilewa, or Missourt, by railroad direct. The Fennsylvania Railroad also connects at Fittsburgh with seamers by which goods can be forwarded to any pert on the Ohio, Muskingum, Kantucky, Teonessee, Cumberland, Illinois, Wisconsin, Missourt, Kansas, Arkansas and Red Rivers; and at Cieveland, Sandusky and Chicago with steamers to all ports on the North-Western Lakes.

Merobants and Shippers intrusting the transportation of their

T steamer BRIDGEPORT leaves Peak-slip, East River, every MONDAY, WEDNESDAY and FRIDAY, at 12 o'clock, noon, striving in time to connect with Naugstack, Housatonic, and New-Haven trains.

Merchants and Shippers intrusing the trainpostation of the Freight to this Company, can rely with confidence on its speedy trausit.

THE RATES OF FREIGHT to any point in the West by the Fennsylvania Railroad are at all times as favorable as are charged by other Railroad Companies.

Re particular to mark packages "via Fenn. R. R."

Re particular to mark packages "via Fenn. R. R."

Nerohants in the West ordering goods from the East will de well to direct them to be shipped by this route.

For Freight Contracts or Shipping Directions, apply to er address after of the following Agents of the Company;

D. A. STEWAR." Fittsburgh;

D. A. STEWAR." Fittsburgh;

Boyle & Co., Steubenville, Ohio; H. B. Pieroc & Ga., Zensorille, Ohio; J. J. Johnston, Ripley, Ohio; R. McNeely, Mayorille, Ohio; J. J. Johnston, Ripley, Ohio; R. McNeely, Mayorille, Ky.; Ormeby & Cropper, Portamouth, Ohio; Paddock & Co., Gleronoville, Ind.; H. W. Brown & Co., Cincinnati, Ohio; Athern & Hibbert, Cincinnati, Ohio; R. C. Meldrum, Midleon, and the William Binsham, Louisville, Ky.; P. G. O'Riley & Co., Evansville, Ind.; N. W. Graham & Co., Cairo, Ill.; R. F. Sam, St. Louis, Mo.; John H. Harris, Nashville, Tenn.; Harris & Hunt, Memphia, Tenn.; Clark & Co., Chicago, Ill.; W. H. B. Koontz, Alton, Ill.; Murphy & Walle, Duboque, lowe; er is Freight Agents of Railroads at different points in the West.

Farties attending to their own shipments from the East withind it to their Interest to call on the Agents of this Company at its following places before shipping; or letters addressed to either of them, on the subject of freignia, will meet with procapi askes ion.

Oc. J. SNFEDER Philadelphia.

E. J. SNFEDER Philadelphia.

BAGRAW & KOONS, No. 30 North-at., Saltimore.

LEFICH & Co., No. 32 Artor House, or No. 1 S. Walliam-st., S. Z.

LEFICH & Co., No. 34 Kilby-st., Bostom.

B. H. HOUSTON, General Freight Arent, Philadelphia.

For through lickets apply at the office, No. 2 Actor House.

J. L. ELLIOTT, Agent.

B. B. HOUFT, General Ticket Agent. Philadelphia.

T. A. SCOTT, General Superintendent. Altoona Pa.

Aledical.

A STONISHING.—Mr. Grey (carver), 132 Chat-lam st., cared of Piles, used two bettles of Dr. Leath's Yel-low Dock Syrup. Depots, 139 Chatlam, 362 Grand; and 476 Breadway.

BURDSALL'S ARNICA LINIMENT FOR

BURDSALL'S ARNICA BURDS.

READ THE EVIDENCE.

My daughter was scaled with hot water to such an extent that my physician said sie must die. I hathed her freely with Arnica Liniment, which gave instant relief. I contained its use, and am happy to say she is perfectly well, and not scarred.

CHARLES F. SONNEBORN. Scationer.

No. 142 Names etc.

WM. BORDEN, Agent, Noz. 70 and 71 Weet-et.

THE REGULAR MAIL LINE via STONINGTON for BOSTON, PROVIDENCE—Land Route—The
hoursest and most direct—Carrying the Eastern Mail.

The steamers PLY MOUTH ROCK, Capt. Joel Stone, and C.
VANDERBILT, Capt. D. B. Starces, in connection with the
Stonington and Frovidence, and Boston and Providence Railroad,
leaving New York daily, (Sunday excepted) from pier No. 2,
N. R. (first wharf showe Battery place) at 5 p. m., and Stonington
at 8:30 p. m., or on arrival of the mail train-which leaves Boston
at 5:30 p. m., proceedings of the providence of the C. VANDERBILT, from New York, Monday, Wednesday and Friday. From Stonington, Thesday, Thursday and Saturbey. For sale at No. 54 Beckman-st., New-York.

For rate at No. 54 Breakmin-th, New York.

SURE CURE for PILES.—The Medicine which the proprietor now offers to the public has been tested for more than ten years by physicians and others, and has in every case proved a certain cure for the above disease. For that troublesome itching with which many are afflicted, and which other temedies have failed to cure, this gives immediate realed. So thoroughly has it been tested that the subscriber has been induced to bring it before the public, and warrant a perfect cure in every case. In case of failure, the money will be refunded to the purchaser. Prepared by HENRY D. FOWLE, No. 71 Primesest. Boston. Sold wholesale and retail by HEGEMAN & Co., and by Druggists generally. Certificates accompany each bottle

Water Enre.

DR. E. J. LOWENTHAL' WATER-CURE and GYMNASIUM.—Hotel ascentinodations for Translect and Permanent Boarders. No. 110 Bleeckerst, New York. warms and Western Railroad, and at Easten with the Lenga Valley Railroad.

Summar Arranchments—Commencing May 18,1859. Leaves New-York for Featon and Intermediate places from Pier No. 2, North River, at 7:50 and 11:45 a.m., and at 4 p. m.; for Somer-ville by the above trains, and at 5:45 p. m. The sheve trains con-nect at Rinabeth with trains on the New-Jersey Railroad, which leave New York from foot of Courtlandt-et., at 7:40 and 10 m., and 4 and 5 p. m.

The 11:45 a.m. train from New-York makes a close connection at Easten with the Lehigh Valley Railroad, and thence via East Penneylvania Railroad to Reading without change of cars, and connects at Reading direct for Potzeville and Harrisburg. Passengers for the Delaware, Lackswanna and Western Rail-road will leave at 7:50 a.m. only; for Lehigh Valley Railroad at 7:30 a.m. and 11:45 only. THE WATER-CURE and HYGIENIC INSTI-St. John's Park. GOOD BOARD can be obtained from \$5 to \$7 per week; FULL TREATMENT, with Board, from \$7 to \$7 per week; FULL TREATMENT, with Board, from \$7 to \$7 per week; FULL TREATMENT, with Board, from \$7 to \$15 per week. Translent persons, \$1 per day. Gymnasium and Bathing privileges provided for the use of guests, free of charge. Officer Consultations, from \$9 a.m. to \$9 p.m. R. TRALL, M. D. and D. A. GORTON, M. D., Physicians. R. FANCHER, Proprietor.

Legal Notices.

IN PURSUANCE of an order of the Surrogate of I the County of New York, notice is hereby given to all persons aving claims against MARCIA ABBE, late of Rocaland, in the late of Makes, decreased, to present the State of Makine, decreased, to present the same, with vousibles thereof, to the subscriber, at the office of HENRY P. FESSENDEN, at No. 70 Well-street, in the City of New York, on or before the fourteenth day of January next.—Dated New York, before the nurreent day of July 1652.

SAMUEL C. FESSENDEN, Administrator,

jy13 lawsmW*

IN PURSUANCE of an order of Roswell C. IN PURSUANCE of an order of Roswell C.

Bridnard, esq. Surrogate of the County of Kings, notice is
hereby given, according to law to all persons having chains
against CARMAN A. SIMONSON, late of the City of Brooklyn,
deceased, that they are required to exhibit the same, with the
ventchers thereof, to the subscribers, the Executions, at the residence of Issue C. Leper, No. 77 Middighest, Brooklyn, or No. 97
Fathon Market, in the City of New York, on or before the 12th
day of January Bext. - Dated July 5, 1858.

jy6 law6mW ISAAC C. LOPER,

HUDSON RIVER RAILROAD.—From Sept. 5, 1839, Trains will leave Chambers at Station as follows: Fapress Trains, 6 and 11 a. m. and 5 p. m.; for Hudson, 3.5 p. m.; for Sing Sing, 9:45 a. m., and 4 and 9:30 p. m.; for Poulkeepsie, 7:15 a. m. and 1:15 p. m.; for Tarrytown, 7:45 and 5:45 p. m.; for Peekkill, 5:30 p. m. The Hudson, Poulkeepsie, Peekkill, 5:30 p. m. The Hudson, Poulkeepsie, Peekkill, 5:30 p. m.; the Hudson, Poulkeepsie, Peekkill, 5:30 p. m.; the Hudson, Poulkeepsie, Peekkill, 5:30 p. m.; and 3:45 p. m.; and 4:45 p. 3:30, and 10:35 a. m.; and 3:45 p. m.; and 4:45 p. 3:45 p. 3:45 p. m.; and 3:45 p. m.; and 4:45 p. 3:45 p. 3: SUPREME COURT, COUNTY OF QUEENS. For Liberty 65.

NEW-JERSEY RAILROAD-For PHILA DELPHIA and the SOUTH and WEST, via JERSEY CITY.—Mail and Express Libes leave New York at 7, 9, and ill and Express Libes leave New York at 7, 9, and ill and Express Libes leave New York at 7, 9, and ill and the West, and for Washington in 7 a. m. and 4 and 6 p. m. fare, 8.3. Through Tickets sold for Cinetinal and the West, and for Washington in 7 a. m. and 6 p. m. fare, 8.4. Through Tickets sold for Cinetinal and the West, and for Washington in 7 a. m. and 6 p. m. fare, 8.4. Through Tickets sold for Cinetinal and the West, and for Washington in 7 a. m. and 6 p. m. trains.

No harrage will be received for any trains unless delivered and checked fifteen minutes in advance of the time of leaving.

No harrage will be received for any trains unless delivered and checked fifteen minutes in advance of the time of leaving.

No NORTHERN R. R. of N. JERSEY-For Piermont, Nyack, Hashousek, Euglewood, kc.—Leaves foot of Courtlandt-at. (Sunday excepted) at 850 a. m. and 8125 p. m. Leaves for mont, Nyack, Hashousek, Euglewood, kc.—Leaves foot of Courtlandt-at. (Sunday excepted) at 850 a. m. and 8125 p. m.

Leaves Flermont at 6 and 7:45 a. m. and 3:25 p. m.

NEW-YORK and NEW-HAVEN RAILEOAD.

1802. SUMMER ARRANGEMENT.

1803.

Fomengers Station in New York, corner of 27th-et. and 8th-ev.

Entrance on 27th-et.

TALINS LEAVE NEW-YORK.

For New-Haven, 7, 2 a. m. (ex.); 12:45, 5:15 (ex.); 3:50 and 4:45 p. m. For Bridgeport, 7, 2 a. m. (ex.); 12:45, 5:15 (ex.); 3:50 and 4:55 p. m. For Bridgeport, 7, 2 a. m. (ex.); 12:45, 5:15 (ex.); 3:50 and 4:55 p. m. For Bridgeport, 7, 2 a. m. (ex.); 12:45, 5:15 (ex.); 3:50 and 4:55 p. m. For Milliord, Strations, St

N. Y. SUPREME COURT.—City and County of New York —THOMAS J. RICE against JOHN GRIF-TITH, WILLIAM ROBERTS and GEORGE KILLION.—Sammens 56th mercy demand on contract. (Con. Fig. William ROBERTS and GEORGE KILLION—Sammers for a money demand on contract. (Com. not served. To me defendents above named: You see nereby summoned and required to answer the emplaint in his action, which will be died in the office of the Clerk of the City and County of New-York, at the City Hall in the City of New-York, and to serve a copy of your answer to the said complaint on the subscribers, at the from the contract of the city of New-York, within twenty days after the service of this sufficient on you, exclusive of the day of such service; and if you fall to answer the said complaint within the time aforesaid, the plaintiff in this action will take judgment spaint you for the sum of one hundred and thirty-one 68-100 dellars, with interest from March 5, 1859, beside the costs of this action—Dated New York, March 12, 1850.

BARNEY, BUTLER & PARSONS, Plaintiff attorneys. The complaint in the above entitled action was filed in to office of the Clerk of the City and County of New York afo BARNEY, BUTLER & PARSONS, Plaintif's Attorneys.

acid lawbwW

SUPREME COURT—Cattarangus County.—

Sanley Martin sgt. George Chamberiain, Ence C. Brooks, administrator, and Long B. Howard, administrator of Horatic Educid, decision, James E. Howard, Betsey Edon, Elizabeth Kingman, Fidelia Chase, Anthony Chase, Lucy Stone, George B. Stone, Melvins Brown, Samuel A. Brown, Nathaniel Edon, Jr., Leander Borden, Levilyn Borden, Lawrence Borden, Iner Borden, Eric Borden, Leander Edon, Edward Edon, Joann Edsor, Fidelia Edson, Nathaniel Edon, and Josiah Kingman.

To the above named defendants: You are hereby summoned to answer the complaint of Stanley Martin, plaintiff, which was filed in the office of the Clerk of Cattarangus County, New-York, June 9, 1539, and to serve a copy of your answer on the mescriber, at Himsdaie, Cattarangus County, New-York, within twenty days after the service of this summons, exclusive of the twenty days after the service of this summons, exclusive of the day of service, or the plaintiff will apply to the Court for the re-lief demanded in the complaint.

A. STORRS, Plaintiff's Attorney.

SUPREME COURT.—In the Matter of the ASTOR BANK.—Notice is hereby given, that I require all CREDITORS of the ASTOR BANK to exhibit and establish their demands before me, at the Market Bank, corner of Pearl and Beginnian are. New York, within thirty days from the date and Brekman etc., New York, within thirty days from the date hereof.—Dated New-Tork, Ang. 18, 1859.

ROBERT H. HAYDOCK,
Receiver of the Astor Bank.
WAKEMAN & LATTING, Anomeys for Receiver, No. 59
Pulcon-st., New-York.

New-York Daily Tribune

MARINE AFFAIRS. THE LATE COLLINS STEAMERS.

The steamships Atlantic, Baltic, and Adriatic, late of the Collins line, but now owned by the Panama Railroad & Pacific Steamship Co.'s under the title of the North Atlantic Steamship Co., are at the wharves foot of Canal street, North River, swarming with painters, caulkers, joiners, and carpenters, all busily engaged in preparing them for their new destination. The hurricane decks of each of these vessels have been extended flush with the rails, all around, giving unsurpassed promenade accommodations. On the Adriatic the upper deck presents a clear unobstructed space from stem to stern, along both sides of the smoke stacks, for 370 feet. The effect of the additional deck upon these steamers is to make them appear top-heavy; but this is in appearance only. As the peak of the upper deck overtops the figure-head of each vessl some five or six feet, and the rail above that nearly four feet more, these once graceful steamships now have a decidedly clumsy appearance, which the rows of state-rooms put up on the burricare decks do not lessen by any means. They look more like Mississippi or North River steamers than what they once were, the crack craft of the Atlantic. The Atlantic and Baltic have each had a row of 28 state-rooms put up on the hurricane deck, each room containing three berths. These rooms back each other, and open upon the deck, a space about three feet wide, cove a skylight, being left between their rear walks, for light and ventilation to the dining saloons below. This arrangement necessitated the removal of the pilot-houses forward. Passengers will be carried on four decks. The cabins have not been altered, but the second cabins have been ripped out, and every available space crammed with steerage berths, in old California steamer style, three tier deep, and as close together as possible, with about 18 inches of gangway between the rows. On the Adriatic we tried to count the number, several times, but gave it up in despair at last. In the packet ships plying between American and European ports, emigrants are secured against overcrowding by wholesome legislation; but on the California steamers poor people are stowed as thick as sardines. If the berths in the steerage of the Adristic, or either of the others should all be filled, a larger number of people will be packed into that place than could, by any possibility. flad room upon the deck to lie down together, however closely they might be stowed. In addition to the upper and lower corners and forward saloons on the main deck, the open space on the main deck, forward, is all occupied y sleepers at night. When nightfall comes portable frames are put up just as thickly together as in the steerage, and canvass hammecks, three tiers deep, slung, a canvass curtain is stretched around the open space above the bulwarks, and by midnight there are ten or twelve layers of human beings reposing between the keel and the sky. In the morning these portable berths are removed. The meals of the steerage passengers are eater on deck, hanging tables eing suspended for their accommodation from the underside of the harricane deck, which, when not in use, are triced up out of the way, Capt. Briggs, who is superintending the alterations on these steamers, states that the Atlantic and Baltic will each be fitted to carry 200 cabin, 200 second cabin, and from 600 to 800 steerage passengers. The

month. It is not yet decided what course the old United States Mail line, of M. O. Roberts & Co., will take. The general impression, however, is that, after a comple of months of inactivity, arrangements will be completed with Vanderbilt and Garrison to run an opposition line via Nicaragua, the Garrison steamers connecting on the other side of the Isthmus. Another rumor is, that Mr. Roberts has offered Sloo two of his steamers, in liquidation of certain obligations, and that the latter would make the Nicaragua arrangement with Vanderbilt, Garrison & Co.

Adriatic will accommodate anywhere from 1,500 to

,000 persons, according to the state of the passenger

raffic. It is not yet decided whether either of the

steamers will be sent to the Pacific or not, as the Pa

cific Mail Steamship Company have already four or five pretty good ones there. Capt. Pearson, of the

John L. Stephens, is to command the Adriatic, Capt.

Gray, of the Star of the West, the Baltie, and Capt. McGowan the Atlantic. The first steamer of the

REGATTA OF THE JERSEY CITY CLUB. The Fall regatts of this Club took place yesterday, and only 9 of the 19 boats appounced took part in the contest. The prizes were won by the Eugenie of the first class, the Petrel of the second class, and the Gertrade of the third class. The rules of the Club made an allowance of two minutes to the foot in the time of starting in favor of the smaller boats. We append a list of the boats, together with the time of starting and returning

The First Class boats sailed around Fort Diamond,

the Eugenie taking the lead, and rounding the Fort some sixteen minutes in advance of the D. P. Smith. On the way down the wind was rather light, but freshened up considerably upon the return trip. The Second Class boats sailed over a course of about 20 miles. Messrs. John B. Rae, Joseph McManus,

There were a large number of ladies present, who had a fine view from the Club House. Dodworth's band was also present. During the afternoon the

THE HAMBURG STEAMERS. The steamers of the Hamburg line will make month-

ly trips during the Winter. LETTER BAG FOR THE BRAZIL SPUADRON A letter bag will be dispatched from the rooms of the Naval Library and Institute, Navy-Yard, Charlestown, Mass., to the squadron at the Brazils, per ship Cheshire, on Friday, Sept. 9. 'Letters, newspapers, &c., sent to the Institute on or before that day will be forwarded.

The steamboat Alabama, the first iron vessel ever built at Greenpoint, was launched from the yard of Samuel Speeden yesterday afternoon at 41 o'clock. She glided into the water easily and without accident, and was then taken to the Mergan Iron Works to re-

and was then taken to the Mergan Iron Works to receive her machinery.

Mr. Ross, an intelligent gendeman from Selkirk Settlement, states that a Canadian Company, now organized at Toronto, will, during the coming year, place a line of steamers on Lake Winnipeg and Saskatchewan, and extend the line of communication as near as possible to the Rocky Mountains.

THE NEW BRITISH STRAIN FRIGATE ORLANDO.

Considerable interest has for some time past prevailed among the naval community, the engineers especially, in reference to the complete equipment of this large frigate, which is the first of her class. She was, it is understood, brought into existence in imitation of the Ningara and similar ships by the Government of the United States. Their peculiar advantage

tion of the Niagars and stantar sines by the Govern-ment of the United States. Their peculiar advantage is that with about the same tunnage as an ordinary ship of 100 guns, having auxiliary steam power, they possess superior means of propulsion, which coun-terbalance to a great extent the difference of arma-ment, while the extra speed gives them many advan-tages over other ships, although carrying more metal. In the British navy the nearest approach to the Orlando is the Marsey, which has equal steam metal. In the British navy the nearest approach to the Orlando is the Mersey, which has equal steam power, 1,000 horses, but has only 40 guns, the Orlando mounting 50. The increased steam power in both is, however, obtained only by a great additional onlay. It is difficult to form a comparison, but it may be stated that formerly an ordinary sating frigate carrying 50 guns would cest £50,000 being at a rough estimate £1,000 per gen. The cost of the Orlando will be four times that sum, or £200,000. Her construction involved an cutlay of upward of £90,000, and her machinery and outfit will nearly absorb the remainder. The dimensions of the Orlando are: length, 337 feet; between perpendiculars, 300 feet; breadth, 52 feet; for tunnage, 51 feet 6 in; length for tunnage, 364 feet 4 inches, breadth moulded, 50 feet 8 in; depth of hold, 19 feet 10 in; tunnage, 3,727 tuns.

She has considerable sheer trise of deck) forward, more than usual in ships of war, possesses great length

She has considerable sheer (rise of deck) forward, more than usual in shipe of war; possesses great length between decks, and through her extreme length there is ample space for working the gues.

The mainmast of the Orlando is 97 ft. 9 in long, and 37 in, diameter; the foremast, 93 ft. 6 in, by 24 in.; main and fore tepmasts, 65 ft. by 22 in.; the bowsprit, 62 ft.; mainyard, 96 ft.; and topsallyard, 71 ft. The weight of all her spars is 80 tons 2 cwt. The lower rigging is of wire, the use of which has been recently intronced into all steamships in Her Majesty's service.

Her armament consists, on the main deck, of 38 gues, 65 cwt, each, 8 isch bore, for discharging hollow shot and shell; and on the upper deck, 12 of 95 cwt., 8-inch bore, for solid shot.

and shell; and on the upper deck, it of so twit, senior bore, for solid shot.

The thrust of the screw, instead of being inside as customary, is taken from the outside, and the cheese coupling pushes against lignum vite fitted in a brass washer, and secured to the sternpost. This alteration has been adopted successfully in several smaller ships fitted by Mesers. Penn & Son, the patentees, as it prevents the necessity of internal bearings, and economizes much internal timber and iron.

On Monday morning the 22d ult., the Orlando made an experimental trip outside the Plymouth breakwater.

an experimental trip outside the Plymouth breakwater. The weather was extremely fine, and the results of the The weather was extremely fine, and the results of the different trials at the measured mile were as follows: First, 4 min. 26 sec., 13,534 knots: second, 4 min. 46 sec., 12,587 knots; third, 4 min. 30 sec., 13,333 knots; fourth, 4 min. 48 sec., 12,500 knots; fifth, 4 min. 27 sec., 13,483 knots; sixth, 4 min. 33 sec., 13,187 knots. Average rate estimated by the engineer, 13 2-10; revolutions, 50 per minute; pressure, 20 lbs.; indicated power, 4,200 horses. The rate of speed is not equal to expectation; it is very possible that when some alterations are made in the screw, 13½ knots may be obtained but her sanguine admirers calculated on be obtained, but her sanguine admirers extendated

While under steam the Orlando shook and twisted considerably, especially in the extremities, and her topgallant masts and bowsprit were vibrating constantly. Under steam and canvass combined these movements will be compensated. In steering the frigate has a considerable tendency to port. The Mersey, on her first trial, had the same tendency, which was obviated by cutting off a corner of the fan. The Doris, on her trial, carried her helm 2½ points to port, but when the fore corner of the fan was removed she carried her helm much better. Nearly all vessels propelled by screw would describe a circle when under steam only, if left to themselves. There is some difficulty in steering the Orlando under full steam, and many hands are then necessary; if the helm is placed hard a port, it takes twelve minutes to put her round three quarters, and sixteen minutes to complete the circle. Under half steam she went round in half the time, and in less than half the distance. While under steam the Orlando shook and twisted time, and in less than half the distance. THE OUTRAGES ON BOARD THE SILISTRIA

We published a short time back an account of the terrible scenes that took place on board the Silistria, a Turkish steamer. The Northern Bee gives the follow-

ing additional particulars: ing additional particulars:

According to the intelligence direct from Alexandria,
the shipwack of the Turkish steamer Silistria must be
attributed to the negligence and incapacity of its capthe shipwreck of the lumin stansport of the captain. When the Egyptian transport oame up to the Silistria the Mussulmans hastened to save themselves first. As for the captain, he was so intent upon pillaging sums of money and other valuables on board, that he perished, the victim of his crime. The Mahometan passengers, among whom was the famons Commissioner of Jeddah (Said Pasha), rushed upon the Christian passengers, and beat and robbed them. Said Pasha was the first who set the example of that frightful massacre of the Christians, whom the Mussulmans slew for the sole purpose of appropriating to themselves what the former possessed. Luckly for the Christians, there were among the passengers 28 Austrian seamen, who armed teemselves in haste with what first came to hand, and they defended the Christians to the last moment. Nevertheless the number of persons killed by the Mussulmans amounts to 77, while the total number of passengers was 359. The Austrians were the last to get into the transport. This shifting of the passengers to the transport. This shifting of the passengers to the transport. This shifting which no one, of course, thought of taking away with him any of the provisions on board of the Silistria, so that another calamity, that of famine, threatened the passengers in the transport. Providence took these poor creatures under its protection; a favorable breeze blew during the whole voyage, and the transport reached Alexandria the day after the catastrophe. An inqury immediately commenced, and the guilty parties will be condemned. Among the last, Said Pacha stands at the head of the list. But for his fanations and harbarous crueity all the passengers would have been saved. It is interesting to know how this inquiry will end, in which the Corsuls of all the nations who had satipleat on board of the Silistria are taking part. which the Corsus of all the nations who had subjects on board of the Shistria are taking part. Among those passengers two were Russians, and both have been saved. What opinion, we ask, can Europe have self of having committed so horrible a crime

line, the Baltic, sails for Aspinwall on the 5th of next those passengers two were Russians, and both have been saved. What opinion, we ask, can Europe have of the Turkish dignitaries, when one of the most emi-nent among them—he who was recently charged with so important a mission as the inquiry into the massa-cre of the Christians at Jeddah—is now accused him-

On Wednesday a woman was charged at the Newport police office, Monmouthshire, with walking about in male attire. The defendant, who wore seaman's clothes, in her appearance, gaif, and gestures, seemed every inch a sailor; and in boidness of conduct presented a striking contrast to the quiet looking seaman, her husband, who stood beside her. It seemed that for the last ten years she has scorned her proper ciothing, and devoted herself to hard and incessant toll. In various capacities, she has voyaged to Quebec, Bombay, and other distant places, and at times has shipped in coasters, never shinking from her share of duty, but loading and unleading with the crew. On one occasion, it is said, she carried between the vessel and the shore, in a day, no less than 70 sacks of flour; while at the it is said, she carried between the vessel and its short, as day, no less than 70 sacks of flour; while at the winch her courage tever flagged and her strength never tailed. During two of the 10 years spoken of, however, she did a little duty on land, working as a navvy upon the railway to Exster. Yet her sex was never suspected. Her last voyage was from Truro, as an able-hodied seaman, at £2 5s. per month. She are also think any but her sex hereman rived at Newport a short time ago, but her sex became by some means revealed, and, as she continued to re-main here and dress as usual, the sergeant of the dock main here and dress as usual, the sergeact of the door, police preferred the charge. The defendant said she was married on the lith of July last, and shipped as cook and steward from Truro about three months ago, in order to support her husband, who had met with a miscrume. The woman was discharged, and left the court, obtaining the protection of an omnibus, however, to prevent being mobbed. [London Times.

the Archipelage, and the Pacific. These voyages are unite a rice for our sailors, who, by the frozen state of our seas, have hitherto been condemned to long traction during a part of the year. Our navy severhad so great a number of vessels navigating distant in mild climates. The magnificent frigate the General Admiral, of 800 horse power, which is certainly one of the finest vessels in the whole world, is preparing to leave Cronstait in a few days. This vessel, which was hudt in America, is going to Portamouth to bring back the Grand Duke Constantine. Rear-Admiral Nordman is about to leave for the Mediterranean with the ship-of-the-like Hangoudden, the frigate Ilia Mour-onetz, the corvette Voll, and is to be joined by the frigats Svetland, which is now at Portemouth. The corvette Possadnik, and the clippers Razboinie and Naicedaik are to leave for the Pacific. A squadron, consisting of several ships of the line, and commanded by Vice Admiral de Schautz, one of the most distinguished efficers of Russia, is now cruising in the Baltic, and is executing most difficult maneuvers. The Grand Duke Constantine is to inspect it on his return." Grand Duke Constantine is to inspect it on his return.

REPUBLICAN ROOMS, WASHINGTON, Sept. 3, 1859. I deem it my duty to call the attention of the peo-

le, and of the members of the Congressional Repubican Executive Committee particularly, to one of the most despicable acts of political proscription ever perpetrated by any Administration or Government officer n order to accomplish party ends. On the adjourtment of Congress, the Congressiona

Republican Executive Committee made arrangements

with me, as Secretary of the National Republican As sociation, to have prepared, printed, and circulated, certain political documents, and the Hon, John Covodo of Pentsylvaria was detailed to attend to franking the same. This work has been industriously prosecuted, and Mr. Covode has from time to time, visited Washington for the purpose of franking and mailing the documents, all of which have been regularly forwarded by the Post-Office Department, until Friday last, when some 30,000, and most of them for Minnesota, were sent to the Post-Office, as formerly, for distribu-Shortly after their arrival at the Post-Office, Postmaster Jones sent a package to me by his messenger, with the remark that he had reason to believe that the frank on it was not Mr. Covode's, and they would not be sent from the office. Mr. Covode and myself immediately called upon the Postmaster, when I produced the returned package, and the Postmaster put the question to Mr. Covode whether that was his rank. Mr. Covode promptly replied: "I acknowledge that to be my frank." This reply did not satisfy the Postmaster. He again put the question, and was answered in the same manner. The Postmaster then went on to presume that while Mr. Covode asknowledged it to be his frank, he (the Postmaster) did not believe it was written by him, and unless he would avow that he franked all the documents himself, he would not send them off. Mr. Covode was not disposed to make any such avowal. An appeal was taken to the Postmaster-General, who decided that if taken to the Postmaster-General, who decided that if the Postmaster has reason to believe any franked mail matter received at the office is not written by the person himself whose frank it bears, it is to be retained in the office, and that no Member of Congress or other person legally authorized to frank has a right to deputize any person to do it for him, even though he go personally and acknowledge it as his frank. So much for the act of the City Postmaster and the decision of the Postmaster-General; and now a word as to the general practice of the Post-Office.

It is a fact patent to the whole country, and certainly to every individual who has visited Washington; that but very few Members ever do their own document franking, but generally authorize their wives, daughters, sons, or clerks to do it for them, and never before has an attempt been made to stop these documents because not franked by the Members themselves.

For years past, the different political organizations

cause not franked by the Members themselves.

For years past, the different political organizations have been in the practice of sending out from here documents known at the Post Office to have been franked by clerks employed by these organizations, and no exception has heretotore been taken to it.

The clerks of the Post-Office inform me that it has been their universal practice to distribute all such matter coming to the office.

When I asked for a precedent for this act, Assistant-Postmaster Tree coully referred me back to the case of David Crockett, when he was in Congress.

We do not object to the decision of the Postmaster-General; as the law reads he could make no other; but why does the City Postmaster demand this decision at

General, as the law reads he could make no other; but why does the City Postmaster demand this decision at the present time? I and that, too, upon documents issued by the Republican party, and already in his office in accordance with what has been the custom for years past? The answer must be plain to the mind of every person, of whatever stripe of politics he may be.

In the first place, most of these documents are directed to Minnesota; secondly, because a violent partian holds the office of Postmaster; thirdly, in the language of this Postmaster, Jones, there were to many of them; that had there been fewer of them they would have been allowed to pass; fourthly, because the Democratic Clubs are 100 now actively engaged in sending out documents.

the Democratic Clubs are not now actively engaged in sending out documents.

I requested, as he had admitted over and over again that it had been the custom of his office, for years past, to mail these documents without any objection whatever, that he would allow those sent to the office barfore this decision was made to be forwarded, and apply the rule to all future documents coming to the office; but this he peremptorily refused to do, even though many among them were franked by Mr. Covode himself. If this is not political proceription, then I know not what political proceription is.

For weeks past I have had it intimated to me that these documents were to be stopped in the Post-Office,

For weeks past I have had it intimated to me that these documents were to be stopped in the Post-Office, but I paid no heed to such rumors, little thinking that any man holding the honorable position of Postmaster of Washington City would descend to such party tricks. He may attempt to shield his act under cover of the the law and the decision of the Postmaster-General; but I ask why he has not applied this law to his own rarty, and particularly in the case of the Hon. T. B. Florence, who has for months past been sending through the Post Office thousands of his Democratic Review circulars, known to have been franked by his er circulars, known to have been franked by his

clerk?

During the campaign of 1856 I called upon First Assistan; Postmaster General King (who still holds that position), with reference to this very question, and he then frankly informed me that were the Department called upon to decide this question officially, it would be compelled to decide according to the letter of the law, but that this practice of franking by proxy had become so general in its operations, and had been carried on by all political parties, and for such a number of years, that general usage had almost male it law, and that they were not now disposed to do anything in the matter, unless the Postmaster demanded an official decision.

Berrett, who was then Postmaster, demanded no official decision, perhaps because the Democratic as well as the Republican party was at that time in-terested in the matter; but things have undergone a change. The Democracy now have no desire, or are change. The Democracy now have no desire, or are
too nuch divided among themselves, to attempt to interest the people on any of the leading political questions of the day, and every means must be taken to retard the coward progress of our cause.

Those persons who are expecting documents from
the Committee will learn by the above statements
why they have not been received.

EWIS CLEPHANE,
Secretary National Republican Association.

NEW-HAVES POST OFFICE ROBERD.—A robbery was perpetrated in the Post Office in this city on Saturday night, or early on Sunday morning. They cut out the lower panel or the back door by boring holes. As the front shatters are kept open at night, they evidently did not deem it safe to use a light, so they drew what bags they could find to the open door, cut them open and picked out all the letter packages they could distinguish. These they carried to the privy in the rear of Mr. Brewster's house and opened them, and on searching yesterday morning, a large number were found torn open on the floor of the privy. They have been gathered up by the Post Master, and, as far as practicable, the inclosures have been restored to the envelopes and forwarded to their destination, with a circular explaining the circumstances. The bags envelopes and forwarded to their destination, with a circular explaining the circumstances. The bags opened by the robbers were a mail bag for West Haven, a bag from Hartford, centaining the mails for the Offices on the New-York and the New-Haven Railroad and the Danbury and Norwalk Railroad, and another containing the same mails from other sources, but in none of them were any letters from or for this Office. On any other night there would have been ten times as many letters within the reach of the robbers. The raies were not disturbed, but all the drawers were ransacked, and such as were locked broken open, but nothing of consequence was obtained. A small amount as many setters within the reach of the rodders. The safes were not disturbed, but all the drawers were ransacked, and such as were locked broken open, but nothing of omsequence was obtained. A small amount of counterful money was only taken. A few bank letters were doubtless taken, but these offered no body, and it is not believed the villains obtained sufficient to repay their labor, though the number cannot be so accurately determined. According to the way-bills there are very few letters missing, and Mr. Postmanter Thomas has telegraphed to the offices from whence the mails came for all the information cossible.

ever, to prevent being mobbed. (London Times.

RUSSIAS SHIPS.

A letter from St. Petersburg of the 14th ult., says:

"At Cronstast rever was there such great activity among the vessels both of commerce and of war as at present. The number of the former which arrive or leave, exceeds unything seen during the last few years, and many of the vessels are screws. The appearance presented by the vessels of war is still more interesting, and everywhere are to be seen officers and sailors who are joyfully preparing to leave for the Mediterranean, master Thomas has teegraphed to the orace from whence the inglis came for all the information possible. The only letter found, opened by the robbers, which indicated that it contained money, was one with eight dollars in bills and some postage stamps. The money and bills were found safe in the letter, yesterday morning, and must have been overlooked by the robbers themselves.

[New-Hayes Journal, 5th.]